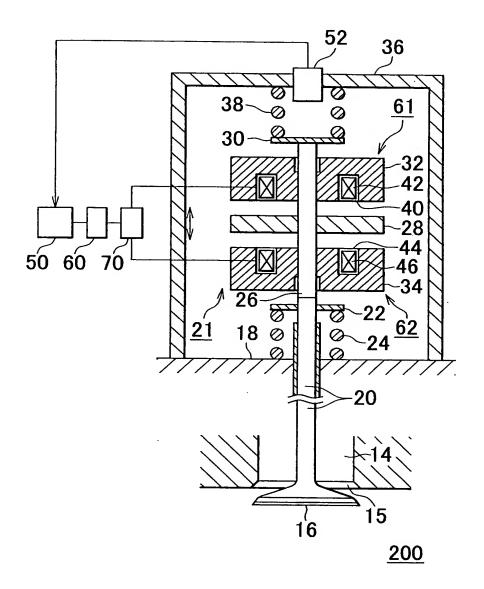


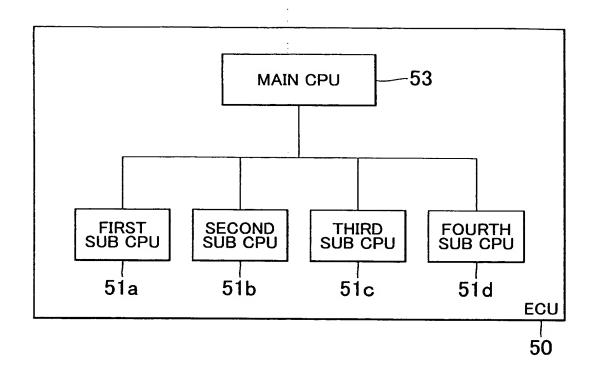
FOURTH INTAKE DRIVER <u>1</u>8 84 딩 FOURTH EXHAUST DRIVER 74 EXW. Ex7 83 THIRD INTAKE DRIVER In 5 <u>1</u>9 -60 THIRD EXHAUST DRIVER ~50 Ex5 **AMPLIFIER** FIG. 73 ECU 82 SECOND INTAKE DRIVER <u>l</u>7 SECOND EXHAUST DRIVER Ex3 FIRST INTAKE DRIVER <u>l</u>2 \subseteq 8 FIRST EXHAUST DRIVER $\widetilde{\mathsf{E}}_{1}$

7

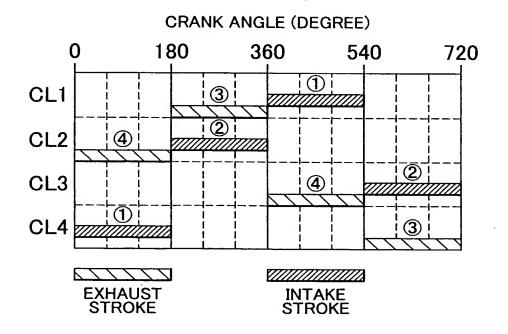
F I G. 2



F I G. 3

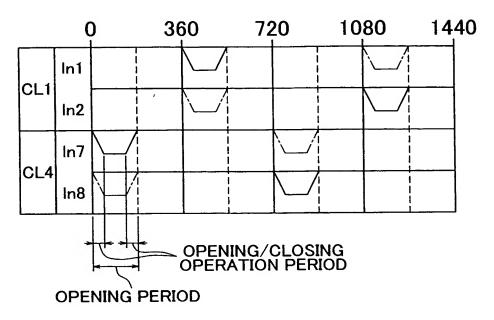


F I G. 4

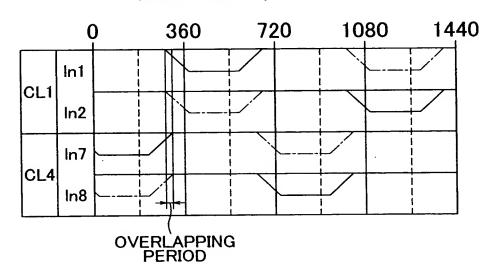


F I G. 5

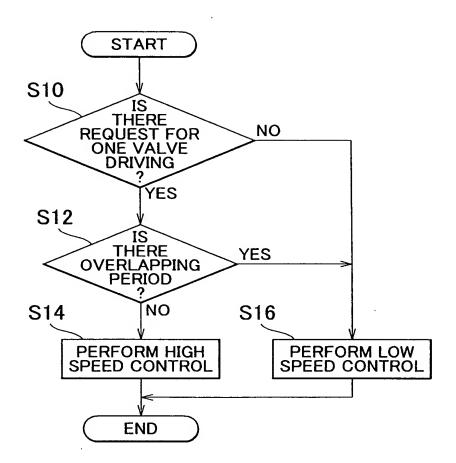
CRANK ANGLE (DEGREE)



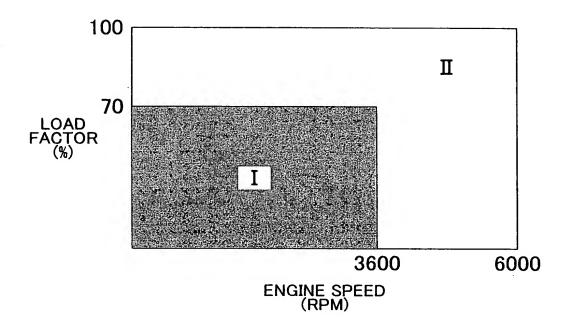
F I G. 6



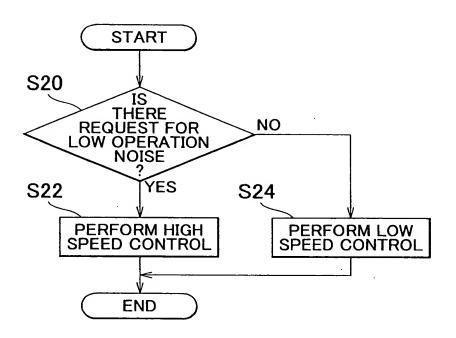
F I G. 7



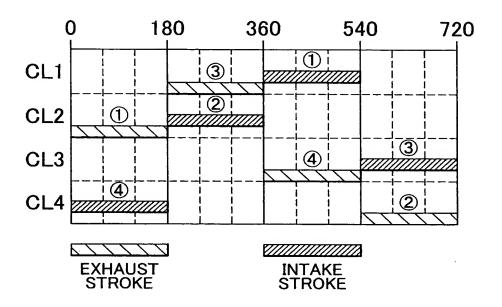
F I G. 8



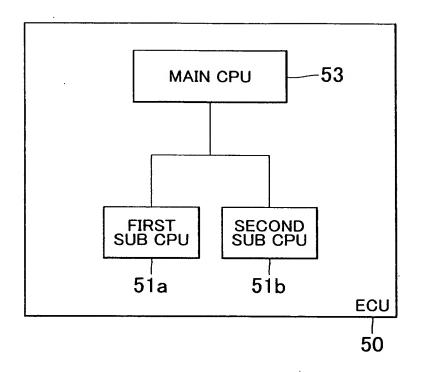
F I G. 9



F I G. 10

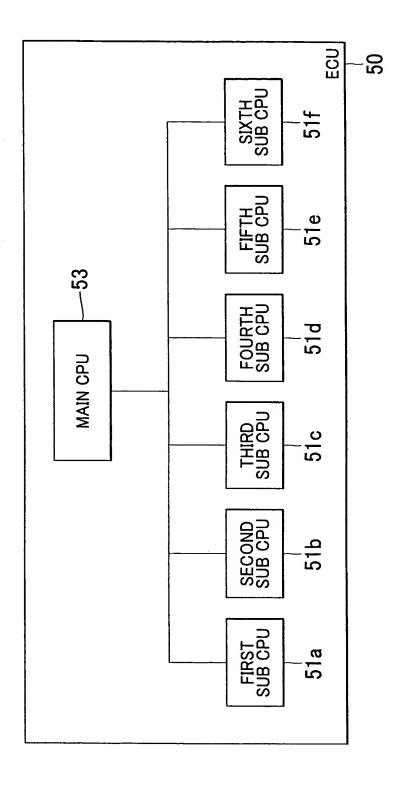


F I G. 11

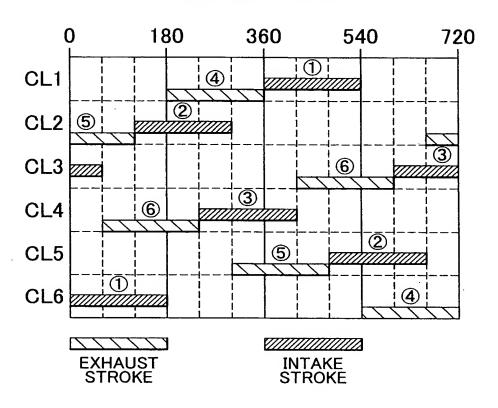


2 In 12 SIXTH EXHAUST DRIVER SIXTH INTAKE DRIVER CL6 10 | In10 Ex12 Ex 11 86 <u>76</u>∑ <u>2</u> FIFTH EXHAUST DRIVER FIFTH INTAKE DRIVER In8 Ex10 Ex9 85 5 09ln7 FOURTH EXHAUST DRIVER FOURTH INTAKE DRIVER -50 CL4 F I G. 12 Ex7 84 **AMPLIFIER** Ine Ex8 ECC In5 EXHAUST DRIVER THIRD INTAKE DRIVER THIRD CL3 Ex5 83 In4 Ex6 73, SECOND EXHAUST DRIVER SECOND INTAKE DRIVER CL2 **Ex3** 82 FIRST EXHAUST DRIVER _ FIRST INTAKE DRIVER C EX1 <u>~</u>

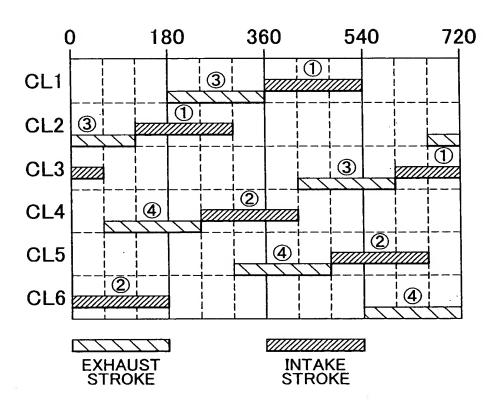
F I G. 13



F I G. 14



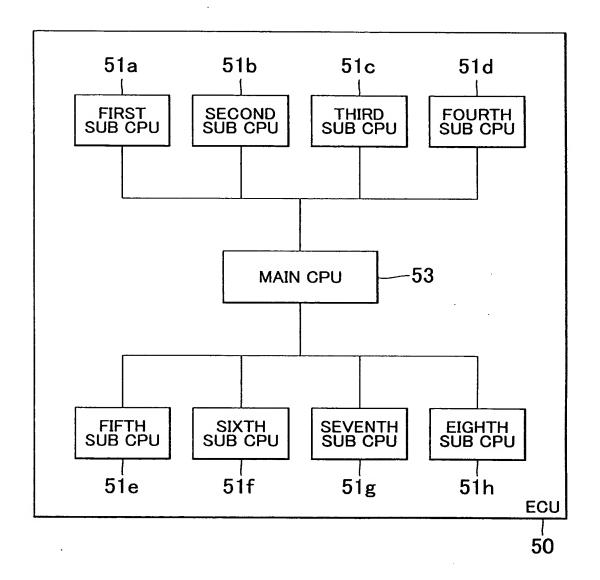
F I G. 15



ECU 50 9 **AMPLIFIER** EIGHTH INTAKE DRIVER 9 15\In15 7 8 CL8 SEVENTH INTAKE DRIVER EXHAUST DRIVER O EX. In 13 EXT 78 87 SEVENTH EXHAUST DRIVER SIXTH INTAKE DRIVER 4 |h12 86 CL6 SIXTH EXHAUST DRIVER INTAKE DRIVER Ex12 ЩO <u>2</u> 9/ 85 ⁻ EXHAUST DRIVER FOURTH INTAKE DRIVER Ex9 <u>1</u>2 75 84 \subseteq CL4 FOURTH EXHAUST DRIVER Ex8 EX In 5 9 83 SECOND INTAKE DRIVER In Figure 1 $\overline{\mathbf{o}}$ THIRD EXHAUST DRIVER Ex5 ľn4 82 73 CL2 SECOND EXHAUST DRIVER FIRST INTAKE DRIVER Ex3 Ex4 <u>_</u> 72 8 FIRST EXHAUST DRIVER 70

F I G. 16

F I G. 17



F I G. 18

